

The Genuine  
'TANSAN'  
Indispensable during the  
warm weather.  
INVIGORATING  
STIMULATING  
SOLE AGENTS,  
H. PRICE & CO.,  
12, Queen's Road,  
468

# The China Mail

ESTABLISHED 1843

The Celebrated  
**BLATZ**  
BEER  
OF MILWAUKEE, U.S.A.  
\$29.00 per Cask of  
10 Dozen Pints  
SOLE AGENTS,  
H. PRICE & CO.,  
12, Queen's Road,  
468

No. 12 607

號一廿月八年三零百九千一英

HONGKONG, FRIDAY, AUGUST 21, 1903

日九廿月六年卯癸

PRICES, \$3.00 Per Month,  
15 Cents Per Copy.

## Business Notices.

### W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,  
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,  
TUGS AND FAST STEAM LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES ROOMS. ENGINE & SHIPBUILDING WORKS.  
60 & 62, Des Voeux Road Central. Kowloon, Bay.

W. S. BAILEY, M.A.M.E.E. E. O. MURPHY, WH. SC. A.M.E.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,280 tons, Captain A. W. Dixon.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 2,869 tons, Captain J. J. Lewis.

Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday

excepted), and at about 6 p.m. (Saturday excepted), at about 8 a.m.,

2 p.m. and 5.30 p.m.

These Steamers carrying His Majesty's Mail, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,098 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 p.m. as per

special schedule.

Do. from Macao to Hongkong daily at about 7.30 a.m. Sunday excepted.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at

about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday

at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-

ATION COMPANY, LTD., AND THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 569 tons, Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days

at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin

accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

#### MAC LAREN'S

### CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 6, 1903.

## FAIRALL & CO.

FOR

HIGH-NECKED THEATRE BLOUSES OF RICH OR SPOTTED NETS.

LACE ROBES IN RICH AND BLACK; ALSO, SMART PRINTED

DELAINES FOR THE COMING AUTUMN.

HIGH-CLASS

DRESSMAKING AND MILLINERY.

Hongkong, August 11, 1903.

#### THOMAS P. HALL,

FOR many years Master in the Service

of DOUGLAS STEAMSHIP COY.,

LTD., has the honour to inform the Ship-

ping and Mercantile Community that he

has this day established himself as a

MARINE SURVEYOR.

TEMPORARY OFFICE:

T. P. HALL,

C/o Hongkong Hotel.

Hongkong, August 10, 1903.

#### LEE CHEE WING & CO.,

28 & 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON-WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, FIG IRON, &c.,

Suitable for

SHIP, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1903.

#### KODAK FILMS

AND

DEVELOPING MACHINES,

FRESH PHOTO-PAPEL,

AND ALL KINDS OF

DEVELOPERS, FRESH, GOOD

CHEMICALS, PRINTING FRAMES,

DEVELOPING TRAYS, RUBBER

STAMP DATERS;

also,

GENERAL OPERA

GLASSES

at

LeMUNYON'S

31, Des Voeux Road.

P. O. Box 383.

Hongkong, August 8, 1903.

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston

Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-

bestos Cloth, Tape, and Boiler Door Joints, malleable or non-metallic—Rubber and

Vegetable Fibre Valves for Air and Treating Pumps. Gauge Glasses, Packing

rings of Asbestos, Linbiter and Woodite

(only best quality kept). Boilers covered with Bell's Composition saving expense of

covering in a few months by saving of fuel. Estima is given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Raps.

Bell's Asbestos Special Engine Oil—superior for Marine Engines. A large

Stock of Engine and Cylinder Oil always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2

to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—

does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and

other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Office 6 Des Voeux Road,

Hongkong. Opposite King Edward Hotel entrance.

### LANE, CRAWFORD & CO.

A box 10 Catty Box consti-

tutes one of the most accept-

able Presents to those at

Home.

Without doubt this

is the Finest Blend

of T.P.A. at the

Price, to be had in

China.

1903.

CUMSHAW

TEA

LANE, CRAWFORD & CO.

CARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

### THE VITAL POINT -

is how to keep your Strength and Health, this is

best done by taking either of the following:

MARROL, Greatest of all energy forming

preparations.

VIROL, The Ideal Form of Fat for Children and

Invalids.

OXO, Richest and most Potent of all Fluid Foods

yet introduced.

BOVRIL JELLY, The Stimulant for Nervous

exhaustion.

WATKINS, LTD.,

HONGKONG.

### J. WATT-JAMESON,

Marine Salvage Engineer

Contractor to the London Salvage Association.

CONTRACTS FOR SALVAGE WORK UNDERTAKEN.

SUBMARINE SURVEYS, BLASTING, REMOVALS OF WRECKS.

TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

OFFICE:—8, BEACONSFIELD ARCADE, HEAD-QUARTERS OF PLANT—HONGKONG.

Telegraphic Address, 'SALVAGE' Hongkong.

A. B. C. 4TH and 5TH EDITIONS AND A. I. CODES USED. TELEPHONE 74.

Hongkong, August 5, 1903.

### BABCOCK & WILCOX LD.

PATENT

WATER-TUBE STEAM BOILERS.

OVER 2,900,000 H.P. IN USE.

SUPERHEATERS, FRESHWATER HEATERS, STEEL CHIMNEYS, ETC.

PORTABLE BOILERS, for districts where transport is difficult, made so that

no piece weighs over 250 lbs.

HEAD OFFICE:

ORIEL HOUSE, FARRINGTON STREET, LONDON, E.C.

MR. DAVID W. BELL, representing Messrs Babcock and Wilcox Ltd.,

invites correspondence relating to above boilers, which may be addressed to him at the

Hongkong Hotel, where he is staying until 2nd September.

TELEGRAPHIC CODE USED, 'LIEBERS.'

Hongkong, August 20, 1903.

### QUEEN'S HOTEL, WEIHAWEI.

SANATORIUM OF NORTH CHINA.

SUMMER SEASON OF 1903

THERE are 600 sixty beds in use, each with bath-room attached.

A new Bar and Billiard room, as well as a Concert Room, are connected with the

Hotel and there is ample room for dining.

The Hotel is beautifully situated on a high hill and commands a full view over the

mainland, the Bay, and the Island.

Weihaimei is noted for its scenery, healthy and cool climate during the Summer.

There are several fine bathing beaches, good walks, and there is also good fishing to be

had in the Bay.

Intending visitors are advised to secure their rooms either by wire, or letter, so

that they can be reserved.

Steam-launch of the Hotel moves all steamers.

ROOM AND BOARD.

One room for one person, \$5 per day or \$15 per month.

One room for two persons, \$10 per day or \$25 per month.

If one or two persons occupy two rooms:

\$12 per day or \$300 per month.

Children (under 10 years), Half price.

JNO. A. W. LOUREIRO,

Manager.

## Business Notices.

### GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Classed Stoneware, Drain Pipes and Fittings, Glass

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

THE

### VICTORIA DISPENSARY,

HONGKONG.

PRICKLY HEAT LOTION.

The only Effectual Remedy for allaying the Irritation.

PRICKLY HEAT POWDER.

DAKIN'S SINGLE SEIDLITZ.

A most Agreeable and Effective Effervescent Aperient.

DAKIN'S IODISED SARSAPARILLA.

A Safe and reliable remedy for Skin Diseases and affections arising from im-

purity of the Blood.

VICTORIA DISPENSARY, Queen's Road Central.

### Cutler, Palmer & Co.,

LONDON.

Have always Stocks of their well-known Brands with

Hongkong, 16th July, 1901.

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN.

### CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN.

THE

### HONGKONG HOTEL.

A FIRST-CLASS HOTEL PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

2196

THE

### The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the

South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS

TO THE HOTEL.

Telephone No. 23.

89 Telegraphic Address:—'PEACEFUL' Town Office, 7, DUNDAS STREET

### CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER.

### W. BREWER & CO.

NEW BOOKS AND NEW

EDITIONS.

CHEAP NOVELS.

FORTY-FIVE CENTS EACH

Year Book of Photography ... \$1.00 Two Kisses, by Hawley Smart.

Bridge and how to play it ... 90 Should She have Spoken, by Miller.

Hand Book of Poker ... 90 Under Fates Wheel, by Lynch.

Scalp Hunters, by Mayo Reid ... 250 The Secrets of Monte Carlo, by Le Queux.

Treats Trust, by Bret Harro ... 175 Jan Osberry, by O. Angus.

The Triller, by Eyre ... 175 Chestnuts, by Swann.



**Intimations.**

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCENES AND EYE PRESERVES.  
G. FALCONER & Co. ARE AGENTS FOR RUSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

**EASTMAN'S KODAKS AND FILMS.**  
64, QUEEN'S ROAD.

**JAPAN COALS.**

**mitsui BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimotsuki, Moji, Wakamatsu, Kanran, Nagasaki, Kuchinosu, Sasebo, Maizuru, Mito, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kaunda, Fujinotani, Mamoda, Mannouri,  
Onoura, Otsu, Sasahara, Teikoku, Yoshinotani, Yoshio, Yonokibara, and other  
Coals.

**N. INUZUKA, Manager, Hong Kong.**

Hongkong, April 28, 1903.

A healthy child is  
naturally full of life.  
His mother will tell you  
**Rainier Beer**  
did her a lot of good  
it's pure ingredients  
it's perfect brewing  
when used in moderation  
all tend to build up the  
system.  
Better try it yourself  
**SEATTLE BREWING & MALTING CO.**  
SEATTLE, WASH.  
PHONE RAINIER 30

For Case (6 dozen Pints,.....) \$18.00  
(Special terms to large buyers) (or 4 dozen Quarts,.....)

**A. S. WATSON & Co., Ltd.,**  
Sole Agents for HONGKONG, CHINA AND MANILA

# Apollinaris

"THE QUEEN OF TABLE WATERS"

"Apollinaris is of recognised purity; its long continued  
and world-wide use attests its merit."

THE NEW YORK MEDICAL JOURNAL.

"The purity of Apollinaris offers the best security against  
the dangers of ordinary drinking waters."

THE LONDON MEDICAL RECORD.

Sole Agents:

**CARLOWITZ & CO.,**  
HONG KONG, CANTON, SHANGHAI, TIENSIN, HANKOW & TSINGTAU.

**van Houten's Cocoa**

The most nourishing, digestible  
and delicious of all Cocos.

**BEST & GOES FARTHEST.**

**Intimations.**

**NOTICE TO MARINERS.**  
CHINA SEA.

VESSELS bound North to take notice  
that a Vessel has been sunk S. 82° E.  
15 miles from Breaker Point, in 16 fathoms  
water and Masts showing above water.  
**R. MURRAY RUMSEY,**  
Ret.-Comm., R.N.,  
Harbour Master, &c.

Harbour Department,  
Hongkong, August 18, 1903. 1718

**GOVERNMENT NOTIFICATION.**

INFORMATION has been received from  
the MILITARY AUTHORITIES that  
THE 14th (Central) Division of the  
Sanatorium (Post) on the 24th August,  
1903, at an anchored target.  
Practice will commence about 8 a.m.  
and end about 9 a.m. if the range is clear.  
By Command,  
**F. H. MAY,**  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, August 17, 1903. 1709

**HONGKONG & SHANGHAI BANKING CORPORATION.**

THE DIVIDEND declared for the Half-  
year ending 30th June last, at the  
Rate of ONE POUND and TEN  
SHILLINGS STG. per share of \$150, is  
Payable on and after MONDAY, the 17th  
day of August current, at the Offices of the  
Corporation, where Shareholders are re-  
quested to apply for Warrants.

By Order of the Board of Directors,  
**J. R. M. SMITH,**  
Chief Manager.

Hongkong, August 15, 1903. 1692

**THE TRADE MARKS ORDINANCE 1898.**

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE IS HEREBY GIVEN that KO  
YIK KAM KO YAT HIN and WONG  
KA I, trading together in co-partnership  
at Hongkong and elsewhere under the style  
or firm of WING LEE WAI, have on the  
29th day of April, 1903, applied for the  
Registration in Hongkong, in the Register  
of Trade Marks of the following Trade  
Mark viz:—  
Two Stars with a standing upright  
with open hands identical save for  
lateral inversion and the Chinese  
Characters 雙星 which mean  
"Two Stars"

in the name of KO YIK KAM KO YAT  
HIN and WONG KA I who claim to be  
the sole proprietors thereof. The Trade  
Mark is intended to be used by the  
applicants for the purpose of identifying  
Liquors and Spirits in Class 43.  
A facsimile of such Trade Mark can be  
seen at the office of the Colonial Secretary  
of Hongkong.

Dated the 29th day of June, 1903.  
**DEACON & HASTINGS,**  
Solicitors for the Applicants.

1344

**THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS**  
will be held in the OFFICES of the  
COMPANY, QUEEN'S BUILDINGS, CON-  
NAUGHT ROAD, on MONDAY, the 24th  
AUGUST, at 12 o'clock, Noon, for the  
purpose of receiving the Report of the  
Directors and the Statement of Accounts to  
the 31st June, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 10th to  
24th August, both days inclusive.

By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.

Hongkong, July 30, 1903. 1566

**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that  
AN EXTRAORDINARY GENERAL MEET-  
ING of HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED, will be held at the  
COMPANY'S OFFICES, Nos. 38 and 40,  
Queen's Road Central, Victoria, Hong-  
kong, on SATURDAY, the 31st day of  
October, 1903, at Noon, when the fol-  
lowing Resolutions will be proposed, viz:—

1. "That the Capital of the Company be  
increased from \$1,000,000 (divided  
into 100,000 shares of \$10 each) to  
\$1,500,000 (divided into 150,000  
shares of \$10 each) by the creation of  
50,000 new shares of \$10 each to be  
offered and if accepted to be allotted  
to the present shareholders of the  
Company in proportion to the ratio and  
proportion of one new share for every  
two old shares in the Company held  
by the respective shareholders thereof,  
the amount payable on each of such  
new shares respectively to be paid at  
such time or times and in such  
manner as the Company by its General  
Managers may hereafter determine."
2. "That Article No. 82 of the Articles of  
Association of the Company be can-  
celled and the following Article sub-  
stituted therefor:—  
"The remuneration of the General  
Managers shall be \$4,000 per an-  
num (which shall cover office rent  
but not salaries of Secretary and  
other employees) and a commission  
of 5 per cent. of the net profits of  
the Company for each year that  
such profits amount to 7 per cent.  
of the Capital of the Company."

Should the above Resolutions be duly  
passed they will be submitted for confir-  
mation as Special Resolutions to a Second  
Extraordinary General Meeting which will  
be subsequently convened.

Dated the 24th day of July, 1903.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.

1597

**Mr. CHADWICK KEW,**  
DENTAL SURGEON,  
39, QUEEN'S ROAD CENTRAL.  
Office Hours: 9 A.M. to 5 P.M.  
Hongkong, March 18, 1902. 585

**WASHING BOOKS.**  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price \$1 each  
ONR & MARR. Office.

**THE COMMERCIAL LAW AFFECT-  
ING CHINESE;**  
With Special Reference to  
PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN  
HONGKONG.  
(Reprinted from the China Mail.)  
For Sale at the China Mail Office,  
Price ..... 50 cents.

**Intimations.**

# BUTTER,

## FINEST FRESH AUSTRALIAN,

### 70 cts. per lb. ROLL.

**ANGLO-AMERICAN STORES,**  
1 & 3, Wellington St., Hongkong.  
64, Elgin Road, Kowloon.

**To Let.**

**TO BE LET.**  
AT THE PEAK.  
A Commodious SIX-ROOMED HOUSE,  
conveniently situated and command-  
ing a fine view.  
Apply to  
"N. Y. Z."  
Care of "CHINA MAIL" OFFICE.  
Hongkong, August 18, 1903. 1714

**TO LET.**  
FOUR NEWLY-PAINTED FLOORS,  
in First-class Condition.  
Enquire at  
C. E. LE MUNYON'S  
New Store,  
29 and 31, Des Voeux Road,  
P.O. Box 585.  
Hongkong, June 2, 1903. 1175

**TO LET.**  
ONE 1st-CLASS SPACIOUS GODOWN  
at West Point.  
Apply to  
"GODOWN,"  
Care of "CHINA MAIL" Office.  
Hongkong, June 15, 1903. 1257

**GODOWN TO LET.**  
NO. 155, PRAYA EAST, Spacious  
Two-story Godown. Suitable for  
Yarn or Coals.  
Apply to  
THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.  
Hongkong, July 11, 1903. 1446

**TO LET.**  
NO. 3, DUDDELL STREET, Ground  
Floor, suitable for Offices or Office  
and Godown.  
Apply  
SOUTH CHINA MORNING POST LD.,  
Connaught Road, Central.  
Hongkong, June 27, 1903. 1354

**TO LET.**  
NO. 2, RIVON TERRACE IN FLATS.  
HOUSES IN LEIGHTON HILL ROAD.  
FLATS IN MORETON TERRACE, CAUSEWAY  
BAY, NEAR THE FOLEY GROUND.  
GODOWN at BOWLINGTON (Praya  
East).  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, June 8, 1903. 1230

**TO LET.**  
FROM 15th August, No. 7, ORMSBY  
TERRACE, Kowloon.  
Apply at  
"THE PHARMACY,"  
No. 14, Queen's Road Central.  
Hongkong, August 7, 1903. 1830

**TO LET.**  
ON Lease, SPACIOUS OFFICES on First  
Floor, in QUEEN'S ROAD CENTRAL.  
One minute from Clock Tower, im-  
mediate occupation; particulars, etc.  
Apply to  
"CYMRO,"  
Care of "CHINA MAIL" Office.  
Hongkong, August 5, 1903. 1518

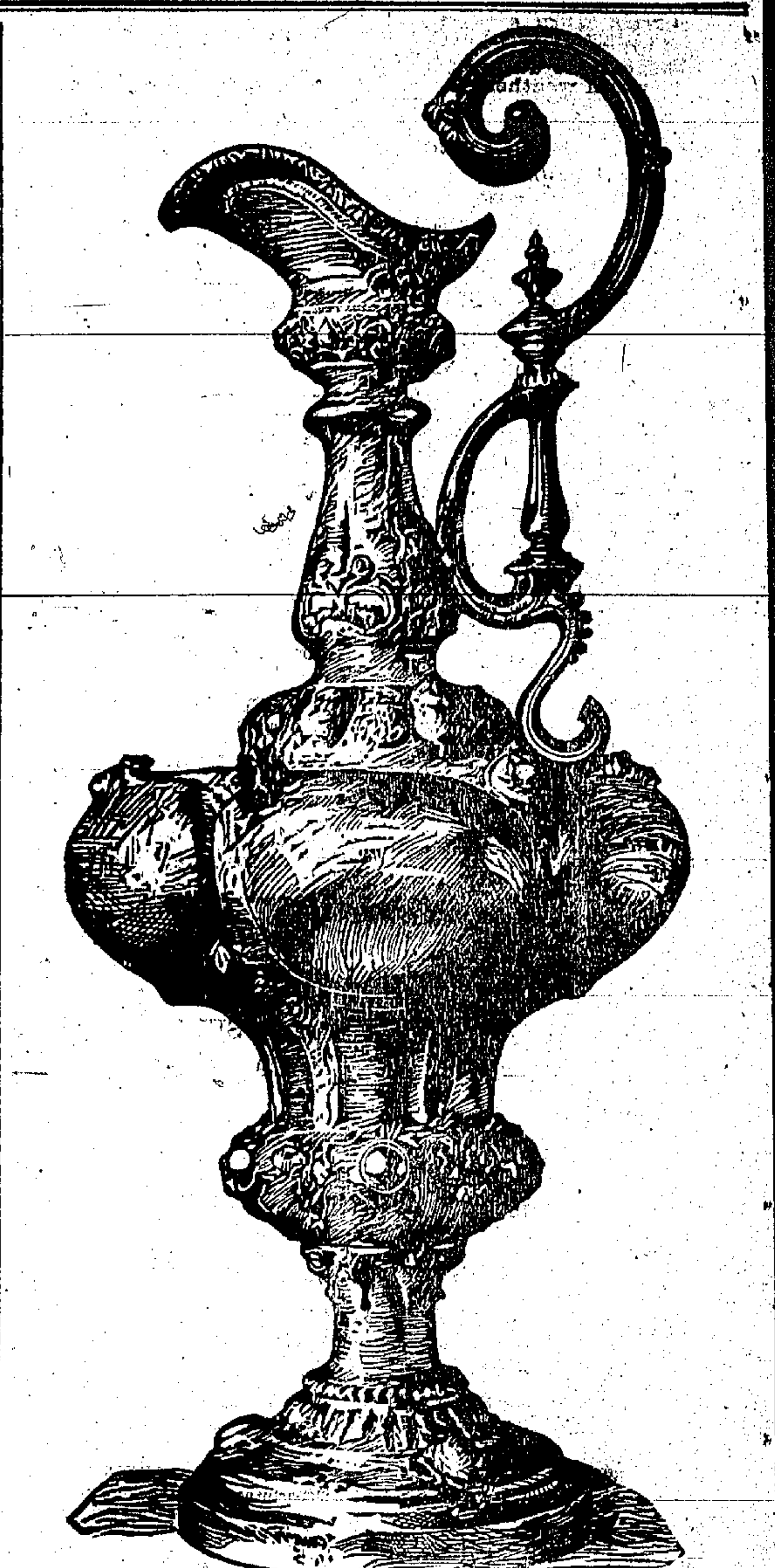
**TO LET.**  
NO. 13, KNOTSFORD TERRACE,  
Kowloon.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, August 18, 1903. 1713

**TO LET.**  
"LARKSPUR."  
NO. 3, UPPER RICHMOND ROAD,  
will end of November.  
Apply  
Care of "CHINA MAIL" Office.  
Hongkong, August 18, 1903. 1706

**WASHING BOOKS.**  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price \$1 each  
ONR & MARR. Office.

**THE COMMERCIAL LAW AFFECT-  
ING CHINESE;**  
With Special Reference to  
PARTNERSHIP REGISTRATION AND  
BANKRUPTCY LAWS IN  
HONGKONG.  
(Reprinted from the China Mail.)  
For Sale at the China Mail Office,  
Price ..... 50 cents.

**TO LET.**  
A commodious SIX-ROOMED HOUSE,  
conveniently situated and command-  
ing a fine view.  
Apply to  
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Hongkong, August 18, 1903. 1714



## THE 'AMERICA' CUP.

**CONDITIONS OF THE RACE.**  
The winning of the cup is under certain  
conditions, most of which are subject to  
revision by the New York Yacht Club, but  
the three principal ones are permanent.  
These three are:—(1) That each visiting  
yacht shall cross the ocean on her own  
bottom to where the matches are to be  
contested; (2) The visiting yacht must  
be built in the country which challenges;  
(3) The race must be sailed in the waters of  
the country which holds the cup. The  
other conditions for the sailing of the series  
are such that the speed qualities of the  
yachts are to be tested in every way.

**HISTORY OF THE CONTESTS.**  
The now historic America's Cup contests  
owe their origin to the Great Exhibition  
year of 1851, when the Royal Yacht  
Squadron offered a cup of the value of  
£100 for competition by yachts of all na-  
tions. The invitation was accepted by the  
members of the New York Yacht Club, who  
commissioned Mr. George Steers, a leading  
builder, to construct a boat. Mr. Steers  
had been experimenting in the direction of  
making the bows very fine and the stern  
fuller, whereas the prevailing model of  
yachts at the time was of the "cod's head  
and mackerel tail" type, the bows being  
short and full and the lines aft long and  
flat. The yacht sent by the New York  
Yacht Club to England, was the America,  
and when she arrived at Cowes her ap-  
pearance caused a sensation. Her hull was  
novel, her rig and canvas were contrary  
to English traditions, and there was no  
belief in their value. With the difference  
in the America's model there was a cor-  
responding one in the cut of her sails, which  
were made to sit as flat as possible, while  
those of the opposing fleet were  
cut, according to prevailing theories,  
with an extravagant amount of  
fullness or "bag." Fifteen yachts  
took part in the race, seven being schooners  
and eight cutters, the fleet containing the  
fastest and most celebrated English clippers  
of the day. The race resulted in an easy  
win for the America, and though it was no  
real test of merit, being largely a drift in  
tidal waters the superiority of the America  
was freely conceded. At the time the  
importance was attached to the cup, which  
the America took back to New York, but  
in 1857 the New York Yacht Club dedin-  
ed it as "perpetually a challenge cup for  
friendly competition between foreign coun-  
tries." This gave the trophy a new value,  
far out of proportion to its cost or the  
circumstances of its winning, so that instead  
of being forgotten in a few years like many  
challenge cups it has become more famous  
with each successive contest. The visit  
of the America to England marked the  
beginning of a new era in designing. It  
was not till 20 years had passed that an  
English yachtman ventured to sail his  
yacht across the Atlantic with the hope of  
restoring the cup to his home on an English  
sideline. Mr. James Ashbury, owner of  
the schooner Cambria, was the first chal-  
lenger. The America did not choose to  
sail against him, but he had to sail  
against the whole fleet of the New York  
Yacht Club, this being insisted on because  
the America when she won the cup at  
Cowes had sailed against a fleet. The race  
took place on August 8, 1870, and the  
Cambria, which sailed against 24 yachts,  
finished tenth. In the following year Mr.  
Ashbury returned to America with the  
schooner Livonia, which had been specially  
built for the contest. The New York Yacht  
Club committee chose the best schooner  
Sappho and Dauntless and the con-  
siderable schooner Columbia and Palmer,  
reserving the right to name any

one of these four as a competitor on  
the morning of the race. Mr. Ashbury  
protested against this, but he had to yield  
the point. Three races were sailed be-  
tween the Columbia and the Livonia, and  
two between the Sappho and the Livonia.  
The Livonia only won once. Two attempts  
were made by Canadian yachtsmen to win  
the coveted trophy, one in 1876 with the  
yacht Countess of Dufferin, and the other  
in 1881 with the centreboard sloop Atal-  
anta. Neither of them succeeded. It was  
not till 1885 that another challenge was  
made by England. The controversy with  
regard to the rival types of schooner v.  
cutter was at its height when Sir Richard  
Sutton, "owner of the Genesta, a cutter  
larger than any of the American sloops,  
challenged for the cup. The English built  
specially to defend the trophy, was believed  
to combine all the advantages of the  
cutter's model and rig with the best features  
of the American model and rig. Three  
races were arranged, but the Puritan won  
the first two. In the following year Lieut-  
enant Hobbs challenged with the Galathea,  
a steel cutter by the same designer as the  
Genesta. After trial races General Paine's  
Mayflower, a centreboard sloop, was selected  
as the defender. Again three races  
were arranged, and again the American  
boat won the first two, making the third  
unnecessary. A crisis in yacht designing in  
England followed the defeat of the Genesta  
and Galathea, which were typical English  
cutter types of 1875 and 84 beams respectively.  
In 1887 the Yacht Racing Association adopt-  
ed a rule liberating the beam from penalty,  
the first challenger under the new  
rule, the Thistle, displayed a beam of 4ft.  
4in. wider than the Galathea, while her  
length and draught were about the same.  
The Volunteer was the defender, and  
differed mainly from the Mayflower in that  
she more closely approached the cutter  
with added depth, draught, displacement,  
and sail area. The Volunteer won the first  
race by 15 minutes and she carried by 11.  
After this more stringent conditions of chal-  
lenge were made, and for six years the races  
for the America Cup ceased. The battle  
of the designers continued in the United  
States, and in the end victory lay with the  
best yachts, craft built wide and deep with  
a very large sail area. The victory was  
aided in no small measure by the success of  
the Minerva, designed and built by Mr. W.  
Fife, jun., of the Clyde. In 1891 the  
Hermes, of the Rhode Island Association, en-  
tered the list as racing designer and builder. In  
that year their Gloriana carried all before  
her. The design of this boat was a daring  
and original innovation. The difference  
lay in the radical cutting away of the bulk  
under water, at the same time preserving  
the area of the load water plane. As a  
result a maximum of stability through the  
extended area of the load water plane,  
aided by the very low position of the ballast  
in the keel, was attained, and all use-  
less fractional surface was reduced through  
the cutting away of the dead wood forward.  
What appealed to the eye, and thus claimed  
credit which did not belong to it, was the  
extraordinary overhanging of the bow and  
stern. To her success two very im-  
portant factors contributed, viz: her light  
construction and the perfection of the  
detail of her rig and canvas. In the follow-  
ing year the principal designer, Mr. N. G.  
Herreshoff, improved on his model, adding  
what is known as the bulb keel, a yacht  
thus built is nothing more than a racing  
machine, capable of great speed, but not  
adapted for cruising purposes. During  
this period there was also an evolution in  
the construction of English yachts. The  
most was typified forward, giving a larger  
mainmast, and with the long overhanging  
bowprit was shortened. In 1888 the Earl  
of Dunraven issued a challenge, his repre-







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**MEMOS. FOR TO-MORROW.****Auction.**

2.30 p.m.—Auction of Valuable Household Furniture, at Mr. Geo. P. Lammer's Sale Rooms.

**Amusements.**

9 p.m.—Performance at the City Hall.

**Miscellaneous.**

3 p.m.—Competition for Spoons, of the Hongkong Rifle Association.

9 p.m.—Promenade Concert of Hongkong Volunteer Corps at Head Quarters Parade Ground.

Goods per *Glenn* not cleared on this date subject to rent.**General Memoranda.**

Monday, August 24—

Noon—Meeting of Shareholders of Hongkong and Whampoa Dock Co., Ltd., at the Company's Office.

3 p.m.—Auction of Crown Lands at the Public Works Department's Office.

Tuesday, August 25—

2.30 p.m.—Auction of the whole of the Valuable Household Furniture, at No. 31, Cause Road.

Goods per *Rever* undelivered after this date subject to rent.

Wednesday, August 26—

9 a.m.—Funeral Service.

2.45 p.m.—Auction of a Quantity of Household Furniture, at No. 3, East Terrace, Kowloon.

Goods per *Sooty* not cleared at 4 p.m. on this date subject to rent.

Thursday, August 27—

2.45 p.m.—Auction of the whole of his Valuable Household Furniture, &amp;c., at his Residence No. 9, Mountain View, the Peak.

Goods per *Brindley* undelivered after this date subject to rent.

Saturday, October 31—

Noon—Meeting of Humphreys' Estate and Finance Co., Ltd., at the Company's Office.

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A. S. WATSON &amp; Co., Limited,

THE HONGKONG DISPENSARY,

8th August, 1903.

638

The publication of this issue commenced at 5.00 p.

**The China Mail.**

HONGKONG, FRIDAY, AUGUST 21, 1903.

**EDITORIAL COMMENT.**

On Wednesday last,

the *Mosquito* our morning companion,

AND

a leading article comparing

the anti-malarial campaign in

Ismailia with the anti-

malarial campaign in Hongkong. We

ventured to express the opinion that

our contemporary had not done justice

to the authorities in Hongkong, who

had, apparently, adopted the same

measures as had been adopted in

Ismailia to reduce the prevalence of

the disease of malaria by destroy-

ing the *anopheles* mosquito and its

breeding places. We quoted official

statistics to show there had been a sub-

stantial diminution of malaria since the

anti-malarial campaign was started in

Hongkong, and submitted that our con-

temporary exaggerated the effects of

the scourge in this Colony. That we

might not be accused of misrepresentation,

we quoted our contemporary's own

words as follows: 'Yet the terrible

mortality from malaria continues

practically unchecked.' We had no dis-

sire to misrepresent our contemporary,

and therefore when he accuses us, as he

does in this morning's issue, of omitting

a word in our quotation in order to

make 'an ingenious but dishonest lie'

we think our contemporary is again

guilty of wilful exaggeration. We

quoted his phrase in full; but in order

that our readers should make no mis-

take we would repeat it: 'Yet the

terrible mortality from malaria con-

tinues practically unchecked,' and as our

contemporary attaches so much impor-

tance to the word 'practically,' we

italicized it. We hope this will con-

vince him that we have no desire to

misrepresent his statements.

We would now direct the attention

of our readers to the allegation of

our contemporary. His allegation,

if we understand it aright, is that

the authorities in Hongkong are

less energetic in their campaign

against malaria than the authorities in

Ismailia, and it is in consequence of

this lack of energy or lack of thorough-

ness that 'the terrible mortality from

malaria continues practically unchecked.'

Our contemporary places considerable

importance on the word 'practically,'

and we hope we are not misrepresenting

him when we assume that it is used

in the sense 'almost' unchecked.

He quotes in this morning's issue

official statistics which he apparently

considers bear out his statement that

'the terrible mortality from malaria con-

tinues practically unchecked,' and we

accept those figures, and use them, we

hope not 'ingeniously' or 'dishonestly'

to show that his original statement

was exaggerated. In the six months to

June this year, the total number of

deaths from malaria fever in the Colony

was 117 as compared with 155 in the

corresponding period of 1902. This

shows a reduction of 38, which our

contemporary says, and says very properly,

is not a 'sensational decrease.' But as

the number of cases is reduced, so will

the decrease become less and less sen-

sational. Most people will consider the

reduction of 38, in the circumstances,

a very encouraging and satisfactory

diminution, and few will agree that this

diminution justifies the statement that

'the terrible mortality from malaria con-

tinues practically unchecked.' Indeed,

when it is borne in mind that this re-

duction of 38 in the first six months of

the current year follows upon a re-

duction amongst the Chinese alone

from 887 deaths for the year 1900 to

541 in 1901 and 393 in 1902, the

average thinking man will, we think,

agree that the writer of 'the terrible

mortality from malaria continues prac-

tically unchecked' was 'guilty of exag-

geration if not of absolute ignorance of

the true state of affairs.' If the

number of deaths from malaria is less

this year than in 1902, as seems to be

probable, then the possibility of im-

provement in the following year will

be reduced considerably, and so

it will continue from year to year; but

we hope no sane and fair-minded

journalist will be guilty of writing that

'the terrible mortality from malaria

continues practically unchecked' be-

cause the percentage of reduction has

become a shrinking quantity, or that

'it is ridiculous to compare the measure

of success obtained in Hongkong with

such examples of scientific warfare

against the mosquito' [in Ismailia].

It must be remembered that the

comparison that has been set up be-

tween Hongkong and Ismailia is made

upon insufficient scientific data. Hong-

kong's position has been discussed on

the basis of official statistics spread

over a period of three and a half years.

Ismailia's position has been discussed

on general statements regarding an

isolated experimental campaign.

When Ismailia is able to place its

official records side by side with

those of Hongkong, it will then

be possible to arrive at a 'scientific'

comparison. If Ismailia is able to show

as great a yearly reduction in the num-

ber of deaths from malaria in a period

of four years, there will indeed be

ground for satisfaction; but still no

justification, we take it, for unfavour-

able comparisons. It is a regrettable

fact, and one commented on by Dr

Koch, the famous German specialist,

after investigating the causes of malaria

in Java, that infantile mortality from

malaria is high. It has been remarked

by local practitioners that the Chinese

children in the New Territory at Kow-

loon suffer from the disease more than

adults, and this, not improbably, is due

to greater susceptibility and less atten-

tion to the administration of prophyl-

actics. How far this can be overcome

in Hongkong is problematical; but

as the mosquito is undoubtedly

the medium of infection, the local

authorities will doubtless continue their

campaign with unrelenting zeal until

the disease is reduced, as far as human

skill can reduce it. We do not believe

that Ismailia or the West Coast of

Africa are better off than Hongkong,

and it is too much to expect that the

disease will be stamped out entirely.

**LOCAL AND GENERAL.****To Inspect Manchuria.**

Major Kanimura, of the 32nd Re-

giment at Yungkuang, passed through

Nagasaki on August 10 by the *Isomaru*

on his way to North China, to inspect the

condition of affairs in Manchuria.

**Suicide at a Nagasaki Hotel.**

A Russian, I. S. Wovitch by name,

aged twenty-eight, who came to Nagasaki

from Harbin about one month ago, and

has since been staying at the Japan Hotel,

was found dead, having committed suicide

by hanging himself in his room at the Hotel,

on August 9.

**Stolen Coal.**

A batch of Chinamen named Leung

Tak, Leung Yau, Su Shun, Leung Ping,

and Keung Yau appeared before Mr T.

Serrcombe Smith and were fined \$100 each,

in default three months' hard labor, with

the first and last weeks in solitary confine-

ment, for having on board cargo boat num-

ber 439 six tons of coal valued at \$60,

reasonably suspected of having been stolen.

**Eleven Houses Burnt at Shanghai.**

A somewhat serious fire broke out in

the Seward Road, Shanghai, at about

3.30 p.m. on the 16th inst. It started at

No. 1722, and the houses which took fire

were absolutely gutted, and consisted en-

tirely of small Chinese shops and dwell-

ing houses. The flames spread with extraor-

dinary rapidity, and the smoke could be

seen for miles around. It is thought that

none of the buildings were insured. After-

wards 11 houses were burnt out, the

numbers being 1721-26 and 1747-1751.

**Pollard Comedy Company.**

'Charley's Aunt' was again produced

by the Pollard Comedy Company, last

night, and with greater success than was

attained on the previous evening. The

audience apparently derived much en-

joyment from it, judging by the frequent

outbursts of laughter with which the

humorous incidents were greeted. Mr

Noble, as Charley's Aunt, put more life

into the part, and Messrs Carr, Watson,

Haydn, Tullett and Ellison showed im-

provement. The ladies, too, were

good, the performance of Miss Ada

Lawrence as Donna Lucia d'Alvador

ranking high, being graceful and sedate.

Miss Marjorie Tompess was pretty and

natural as Kitty Verdon, and Miss Millie

Ascoli and Miss Eva MacDonald played up

to their standard. During the last act

Miss Tompess again delighted the audience

with her rendition of 'Under the Stars,'

and was accorded another hearty encore.

To-night and Saturday night will be







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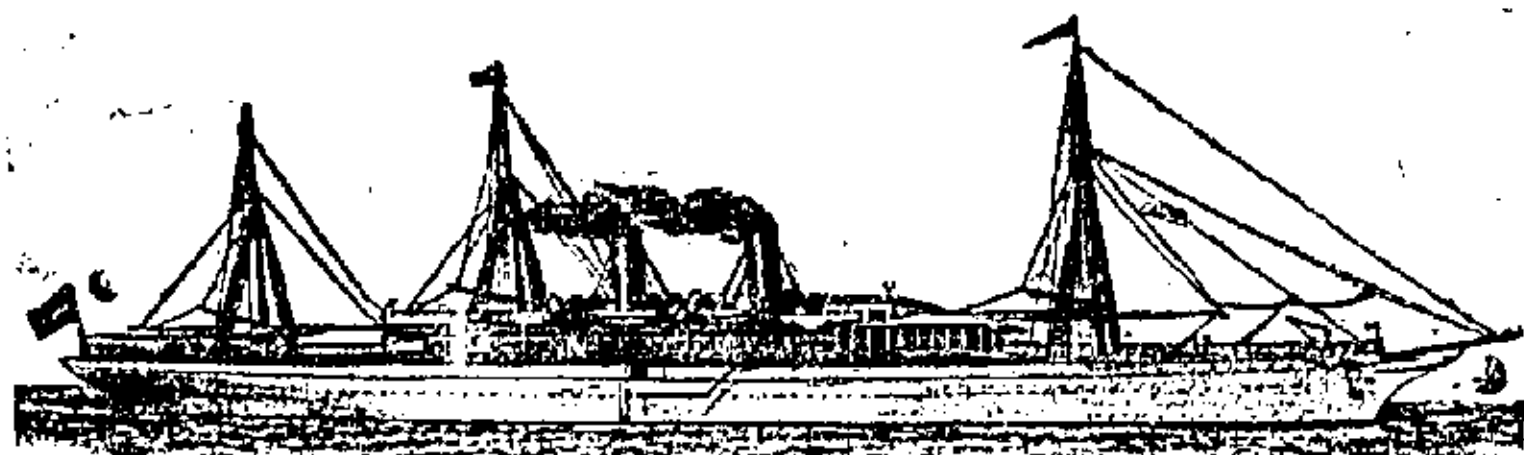
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FOR HAVRE AND HAMBURG.  
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R.M.S. EMPRESS OF INDIA	6000	Wednesday	Oct. 21
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Hongkong, August 11, 1903.

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THE JAPAN MAIL STEAMSHIP COMPANY.

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Steamers	Destinations	Sailing Dates
HAKATA MARU, F. L. SUMNER	MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 22nd Aug., at Daylight.
AKI MARU, J. W. BERTHOLD	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 25th Aug., at 4 p.m.
HITACHI MARU, J. CAMPBELL	MOJI, KOBE and YOKOHAMA.	FRIDAY, 28th Aug., at Noon.
HIROSHIMA MARU, J. NAGAO	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 5th Sept., at Daylight.
AWA MARU, N. TRENT	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 8th Sept., at 4 p.m.
SHINANO MARU, W. THOMPSON	BOMBAY, Via SINGAPORE and COLOMBO.	TUESDAY, 8th Sept., at Noon.
BOMBAY MARU, T. MURAI	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 9th Sept., at Noon.
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T. S. Takayanagi, Acting Manager.

Hongkong, August 20, 1903.

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GLASGOW AND LIVERPOOL	DEUCALION	4th September
GLASGOW AND LIVERPOOL	AGAMEMNON	17th September
GLASGOW AND LIVERPOOL	JAGOS	29th September
GLASGOW AND LIVERPOOL	PAK LINE	23rd September
GLASGOW AND LIVERPOOL	CALCHAS	1st October

The S.S. GLAUCUS left Singapore on the 18th inst., and is due here on 22nd inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	Nestor	1st September
MARSEILLES, LONDON & ANTWERP	KINTRUCK	15th September
LIVERPOOL	PENANGUY	22nd September
MARSEILLES, LONDON & ANTWERP	AGAMEMNON	29th September
MARSEILLES, LONDON & ANTWERP	JAGOS	13th October
MARSEILLES, LONDON & ANTWERP	JASON	26th October
MARSEILLES, LONDON & ANTWERP	PAK LINE	27th October

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	NINGCHOW.....	15th August
all PACIFIC COAST PORTS, VIA	1. EVANGELION.....	6th September
N'KI, KOBE & YOKOHAMA.....	CALCHAS.....	2nd October

For freight, apply to

DETERREDELL & CO. LTD.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, August 19, 1903.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
CEBU AND ILOILO	HUSAN	22nd August
NINGPO AND SHANGHAI	KWELIN	24th August
MANILA	SINGANG	26th August
CIBERO AND TIENTSIN	KWANGSANG	26th August
ILOILO	WUCHANG	4th September
MANILA	CHANGSHA	14th September
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, DUNSBANE, SYDNEY and MELBOURNE	CHANGSHA	14th September

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, August 21, 1903.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PINGANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
KLAUSCHOU	THURSDAY, 3rd Sept.
BAYERN	THURSDAY, 17th Sept.
ZIETEN	WEDNESDAY, 30th Sept.
SEIDLITZ	WEDNESDAY, 14th Oct.
ROON	WEDNESDAY, 28th Oct.
PREUSSEN	WEDNESDAY, 11th Oct.
HAMBURG	WEDNESDAY, 25th Oct.
PRINZ HEINRICH	WEDNESDAY, 9th Dec.
KONIG ALBERT	WEDNESDAY, 23rd Dec.

\* Steamers of the Hamburg-Amerika Linie.  
ON THURSDAY, the 3rd day of September, 1903, at Noon, the Steamship KLAUSCHOU, of the HAMBURG-AMERIKA LINIE, Captain BEHNKE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be received till Noon, on Tuesday, the 1st September. Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 2nd September, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 2nd September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers &amp; Co., Agents.

NORTHERN PACIFIC S.S. CO.  
BOSTON STEAMSHIP CO.  
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	To Sail
OLYMPIA	2837	J. Truebridge	September 10.
LYRA	4417	F. Williams	September 17.
TACOMA	2312	D. Dixon	September 24.
VICTORIA	3502	J. Panten	October 12.

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to  
Dodwell & Co., Limited, General Agents.  
Hongkong, August 21, 1903.

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBE (passing through the Inland Sea).	August.	Freight only.
SHANGHAI	About 28th August.	Freight or Passage.
SINGAPORE, COLOMBO & BOMBAY	About 28th August.	Freight only.
LONDON, &c.	Noon, 29th August.	See Special Advertisement.

\* Calling at PENANG if sufficient inducement offers.

For further Particulars, apply to P. &amp; O. S. N. Co.'s Office, Hongkong, August 19, 1903.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
PERLA	1880	J. McGinty	Manila, Iloilo and Cebu	Aug. 25, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Aug. 29, at 10 a.m.
RUBI	2540	R. W. Almond		Sept. 5, at 10 p.m.

For Freight or Passage, apply to

Shewan, Tones & Co.,  
General Managers.

Hongkong, August 19, 1903.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
TAMUI DIRECT	DAIJI MARU	SATURDAY, 22nd August.
ANPING, Via SWATOW AND AMOI	MAIDZURU MARU	SUNDAY, 23rd August.
TAMUI, Via SWATOW AND AMOI	DAIJI MARU	TUESDAY, 25th August.
FOOCHOW, Via SWATOW AND AMOI	ANPING MARU	FRIDAY, 28th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamui to land all Passengers and Cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, August 20, 1903.

## TOYO KISEN KAISHA (ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3878 Tons, Captain E. P. BISHOP, will be despatched for MANILA on THURSDAY, the 27th August, at 11 a.m.

To be followed by the ROSETTA MARU on the 2nd September.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unvalued Speed. Electric Light. Doctor and Stewardses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, August 21, 1903.

## NOTICE.

MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL &amp; RIVER PLATE.

ON TUESDAY, the 25th August, 1903, at 1 p.m., the Company's Steamship CALEDONIE, Capt. MARGAVERI, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANS-SHIPMENT.

The Steamer connects at COLOMBO with the Australian Line's Arm and Beha bound for MARSEILLES via BOMBAY and ADEEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 24th August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 12, 1903.

## Shipping.

## COMPAGNIE DES MESSEGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI: THE Company's Steamship SALAZAR, Captain NGRE, will be despatched for the above Ports on or about MONDAY, the 24th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, August 18, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship LAISANG, Captain M. COURTESY, will be despatched as above on TUESDAY, the 26th August, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, August 18, 1903.

## SHIRE LINE STEAMSHIP CO.

FOR LONDON VIA SUEZ CANAL. THE Steamship MERIONETHSHIRE, Captain G. C. CROFT, will be despatched as above on or about TUESDAY, the 26th August.

For Freight or Passage, apply to SHIPMAN, TOMES &amp; CO., General Agents.

Hongkong, August 18, 1903.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship VALBTTA, Captain W. B. TAMER, R.N., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 23rd August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay, WITH TRANS-SHIPMENT.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Agents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, August 17, 1903.

## FOR CHEMULPO, DALNY AND PORT ARTHUR. CALLING AT SHANGHAI.

THE Steamship SULLBERG, Captain MEYER, will be despatched for the above Ports on SATURDAY, the 22nd inst., at 5 p.m.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, August 20, 1903.

## FOR NAGASAKI AND VLADIVO-STOCK. CALLING AT GENSAN.

THE Steamship SAVOIA, Captain DEINAT, will be despatched for the above Ports on MONDAY, the 31st inst., at 5 p.m.

This Steamer has superior accommodation for First class passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, August 20, 1903.

## HONGKONG-MACAO LINE.

S. S. "WING CHAI", Captain SAMUEL BEIL SMITH.

DEPARTURE from Hongkong (on week days) at 7.30 a.m. (on Sundays) at 8.30 a.m.; from MACAO (week days) at about 2 p.m. (Sundays) at about 8 p.m.

FARE (week days): 1st Class (including cabin and servants) \$1; return ticket \$5. 2nd class \$1.50; return ticket \$2.50. 3rd class \$1.

On excursion Steamers 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket \$2. Including dinner and dinner either on board or at Macao Hotel, \$5.

The steamer runs an excursion trip every Sunday in Summer.

SAM WANG &amp; CO., LTD., 81, Queen's Road Central.

Hongkong, July 24, 1903.

## STEAM TO CANTON.

THE Splendid new Steel Twin Screw Steamer KWONG HOOW.

1474 Tons, Captain WALKER, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unvalued accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S. S. CO., LTD., No. 8, QUEEN'S ROAD WEST.

Hongkong, May 30, 1903.







